

alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent an exhaust diffuser vane failure, which could result in an adverse effect on the engine oil and reheat systems, possibly causing an inflight engine shutdown or damage to the aircraft, accomplish the following:

(a) Perform initial and repetitive X-ray inspections of exhaust diffuser vanes for cracks and corrosion, in accordance with R-R/S.N.E.C.M.A. Service Bulletin (SB) No. OL.593-72-9042-422, Revision 1, dated May 23, 1997, as follows:

(1) Perform the initial inspection at the first module exposure after accumulating 5,000 hours time since new (TSN).

(2) Thereafter, perform inspections at every module exposure, or 2,000 hours time in service (TIS) since last X-ray inspection, whichever occurs later.

(3) If an exhaust diffuser vane is found cracked, remove the exhaust diffuser from service and replace with a serviceable part.

(4) If any evidence of corrosion is found, perform an ultrasonic inspection for cracks in accordance with paragraph (b) of this AD.

(b) Perform initial and repetitive ultrasonic inspections for corrosion in the exhaust diffuser vanes in accordance with R-R/S.N.E.C.M.A. SB No. OL.593-72-9047-423, dated January 31, 1997, as follows:

(1) Perform the initial inspection no later than 1,000 hours TIS since last X-ray inspection in accordance with paragraph (a) of this AD if no cracks are detected but corrosion is found.

(2) Thereafter, perform inspections at intervals not to exceed 250 hours TIS since last ultrasonic inspection, or 1,000 hours TIS since an X-ray inspection that discovered no cracks, whichever occurs later.

(3) If cracking is found, remove the exhaust diffuser from service and replace with a serviceable part.

(c) An alternative method of compliance or adjustment of the compliance time that

provides an acceptable level of safety may be used if approved by the Manager, Engine Certification Office. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the inspection requirements of this AD can be accomplished.

(e) The actions required by this AD shall be performed in accordance with the following R-R SBs:

Document No.	Pages	Revision	Date
OL.593-72-9042-422	1-5	1	May 23, 1997.
Total pages: 5.			
OL.593-72-9047-423	1-7	Original ..	January 31, 1997.
Total pages: 7.			

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Rolls-Royce, PO Box 3, Filton, Bristol BS12 7QE, England; telephone 01-17-979-1234, fax 01-17-979-7575. Copies may be inspected at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on September 30, 1998.

Issued in Burlington, Mass., on September 3, 1998.

David A. Downey,

Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 98-24403 Filed 9-14-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-159-AD; Amendment 39-10756; AD 98-19-16]

RIN 2120-AA64

Airworthiness Directives; Aerospatiale Model ATR72-212A Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Aerospatiale Model ATR72-212A series airplanes, that requires installation of bushings on the lower attachment fittings of the flap support beam. This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by this AD are intended to prevent rupture of the lower attachment fittings of the flap support beam due to fatigue, and consequent damage to the flaps; these conditions could result in reduced controllability of the airplane.

DATES: Effective October 20, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 20, 1998.

ADDRESSES: The service information referenced in this AD may be obtained from Aerospatiale, 316 Route de Bayonne, 31060 Toulouse, Cedex 03, France. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT:

Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to certain Aerospatiale Model ATR72-212A series airplanes was published in the **Federal Register** on July 23, 1998 (63 FR 39538). That action proposed to require installation of bushings on the lower attachment fittings of the flap support beam.

Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public.

Conclusion

The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

Cost Impact

The FAA estimates that 4 airplanes of U.S. registry will be affected by this AD, that it will take approximately 25 work hours per airplane to accomplish the

required installation, and that the average labor rate is \$60 per work hour. Required parts will be provided by the manufacturer at no cost to the operators. Based on these figures, the cost impact of the installation required by this AD on U.S. operators is estimated to be \$6,000, or \$1,500 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

Regulatory Impact

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption ADDRESSES.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

98-19-16 Aerospatiale: Amendment 39-10756. Docket 98-NM-159-AD.

Applicability: Model ATR72-212A series airplanes, on which Aerospatiale Modification 4831 has not been accomplished; certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent rupture of the lower attachment fittings of the flap support beam due to fatigue, and consequent damage to the flaps, accomplish the following:

(a) Prior to the accumulation of 24,000 total flight cycles, or within 500 flight cycles after the effective date of this AD, whichever occurs later, install bushings on the lower attachment fittings of the flap support beam in accordance with Avions de Transport Regional Service Bulletin ATR72-57-1020, dated March 9, 1998.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(d) The installation shall be done in accordance with Avions de Transport Regional Service Bulletin ATR72-57-1020, dated March 9, 1998. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Aerospatiale, 316 Route de Bayonne, 31060 Toulouse, Cedex 03, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind

Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Note 3: The subject of this AD is addressed in French airworthiness directive 98-072-036(B), dated February 11, 1998, as revised by Erratum 98-072-036(B), dated February 25, 1998.

(e) This amendment becomes effective on October 20, 1998.

Issued in Renton, Washington, on September 4, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 98-24407 Filed 9-14-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-ANM-12]

Amendment of Class E Airspace; Price, UT

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends the Price, UT, Class E airspace by providing additional controlled airspace to accommodate the development of a new Standard Instrument Approach Procedure (SIAP) at Carbon County Airport.

EFFECTIVE DATE: 0901 UTC, December 3, 1998.

FOR FURTHER INFORMATION CONTACT: Dennis Ripley, ANM-520.6, Federal Aviation Administration, Docket No. 98-ANM-12, 1601 Lind Avenue, SW, Renton, Washington, 98055-4056; telephone number: (425) 227-2527.

SUPPLEMENTARY INFORMATION:

History

On June 22, 1998, the FAA proposed to amend Title 14, Code of Federal Regulations, part 71 (14 CFR part 71) by revising the Price, UT, Class E airspace area (63 FR 33881). This revision provides the additional airspace necessary to encompass the holding pattern for the new GPS Runway 36 SIAP for the Carbon County Airport, Price, UT. Interested parties were invited to participate in the rulemaking proceeding by submitting written comments on the proposal. No comments were received.

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace areas